

Technical Memorandum
Environmental Identification Memo

TT0600

**NORTHERN PARKWAY: AGUA
FRIA RIVER – 99TH AVENUE**



Prepared for:

Maricopa County Department of Transportation
Engineering Division
Environmental Program Branch
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1. INTRODUCTION

In May 2010, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT), in partnership with the Cities of Glendale, Peoria, El Mirage, Luke Air force Base, and the Maricopa County Department of Transportation (MCDOT), published a Design Concept Report (DCR), Environmental Assessment (EA), and Finding of No Significant Impact (FONSI) to construct a regional transportation facility, known as the Northern Parkway, extending from State Route (SR) 303L to United States (US) Route 60 (Grand Avenue). This facility would serve population growth; improve travel time between the western and central portions of the Phoenix metropolitan area; provide regional connectivity among SR 303L, SR 101L and Grand Avenue; improve regional facility spacing; provide an Agua Fria River crossing; improve west-east traffic flow; implement regional plans; and reduce crash rates as a result of eliminating traffic signals, installing raised median barriers, and improving access management.

1.1 Project Location and Extent

MCDOT Project TT0600 Northern Parkway Scoping Assessment: Agua Fria River to 99th Avenue (ADOT TRACS Number T0188 01L) studies the 2.5-mile segment of Northern Avenue, between the Agua Fria River and 99th Avenue, located in Maricopa County Board of Supervisors District 4. Major features located within or near the project area include the Agua Fria River, New River, LAFB to the west, Glendale Municipal Airport to the south, and Loop 101 traffic interchange, Desert Diamond Casino, and State Farm Stadium to the east. Major intersecting arterial streets include 107th Avenue, 103rd Avenue/Glen Harbor Boulevard, and 99th Avenue. South of Northern Avenue, 103rd Avenue becomes Glen Harbor Boulevard. (See Figures 1 and 2).

The project is located within Township 3 North, Range 1 West, Section 36; Township 2 North, Range 1 West, Section 1; Township 3 North, Range 1 East, Sections 31 and 32; Township 2 North, Range 1 East, Sections 5 and 6 of the Gila and Base Line and Meridian. The study area generally consists of rolling terrain with an average project elevation of 1,080 feet. The project area is bound by the Agua Fria River to the west and the New River to the east.

1.2 Purpose and Need of the Proposed Undertaking

The current study (MCDOT Project TT0600 Northern Parkway Scoping Assessment: Agua Fria River to 99th Avenue, ADOT TRACS Number T0188 01L), is a roadway, traffic, and bridge scoping project meant to aid the Northern Parkway Project Partners in evaluating the Northern Parkway program, in terms of configuration needs, phasing, and identification of gaps. This study will confirm the ultimate right-of-way needs, allowing agencies to move forward with economic development opportunities.

The project is needed to serve population growth, improve travel time, provide regional connectivity, improve west-east traffic flow, implement regional plans, reduce crash rates, reduce congestion, and improve emergency response times.

The purpose for Northern Parkway is to provide a regional transportation facility in the West Valley which reduces travel time, increases capacity, improves traffic safety, provides connectivity to the regional roadway network, promotes economic vitality, and serves population and employment growth.

1.3 Recommended Alternative

The TT0600 Northern Parkway Scoping Assessment: Agua Fria River to 99th Avenue, (ADOT TRACS Number T0188 01L) scoping project identified the Recommended Alternative which is centered on the existing alignment and consists of the following items:

- Constructing one to two additional travel lanes in each direction with a center raised median. The final roadway section would consist of six to eight total through travel lanes with a median separating eastbound and westbound traffic
- Constructing a new bridge across New River to accommodate the eastbound travel lanes

- Constructing Augusta Avenue from 108th Avenue to 107th Avenue to provide access to Country Meadows II Condominiums. Augusta Avenue would consist of one 16-foot lane, curb and gutter, and an attached 5-foot sidewalk in each direction.
- Extending Orangewood Avenue from 107th Avenue to Glen Harbor Boulevard. Orangewood Avenue would consist of two 12-foot lanes in each direction.
- Constructing new sidewalks where they currently do not exist
- Striping crosswalks at intersections
- Constructing a shared use path area on the bridge across the New River
- Improving intersections by adding medians, dual and single left turn lanes, additional turn-lane storage length, pocket right-turn lanes, and improved pedestrian crossings.
- Optimizing traffic signal timing
- Constructing new storm drain facilities
- Modifying some existing access points by changing full access to right-in-right-out.
- Obtaining right-of-way for future bus bays at 111th Avenue, 107th Avenue, and 103rd Avenue
- Relocating utilities that are in conflict with the widened roadway

The existing right-of-way is inconsistent along Northern Avenue in the project area and varies from 50 feet to 225 feet centered on the section line. It is anticipated that new right-of-way will be required for the Recommended Alternative. The parcels affected by changes to right-of-way include residential, commercial, industrial, agricultural, municipal, and state lands. An estimated 11.6 acres of land will be impacted. While transit infrastructure is not included in the Recommended Alternative, the proposed right-of-way reserves areas for future bus service along Northern Avenue.

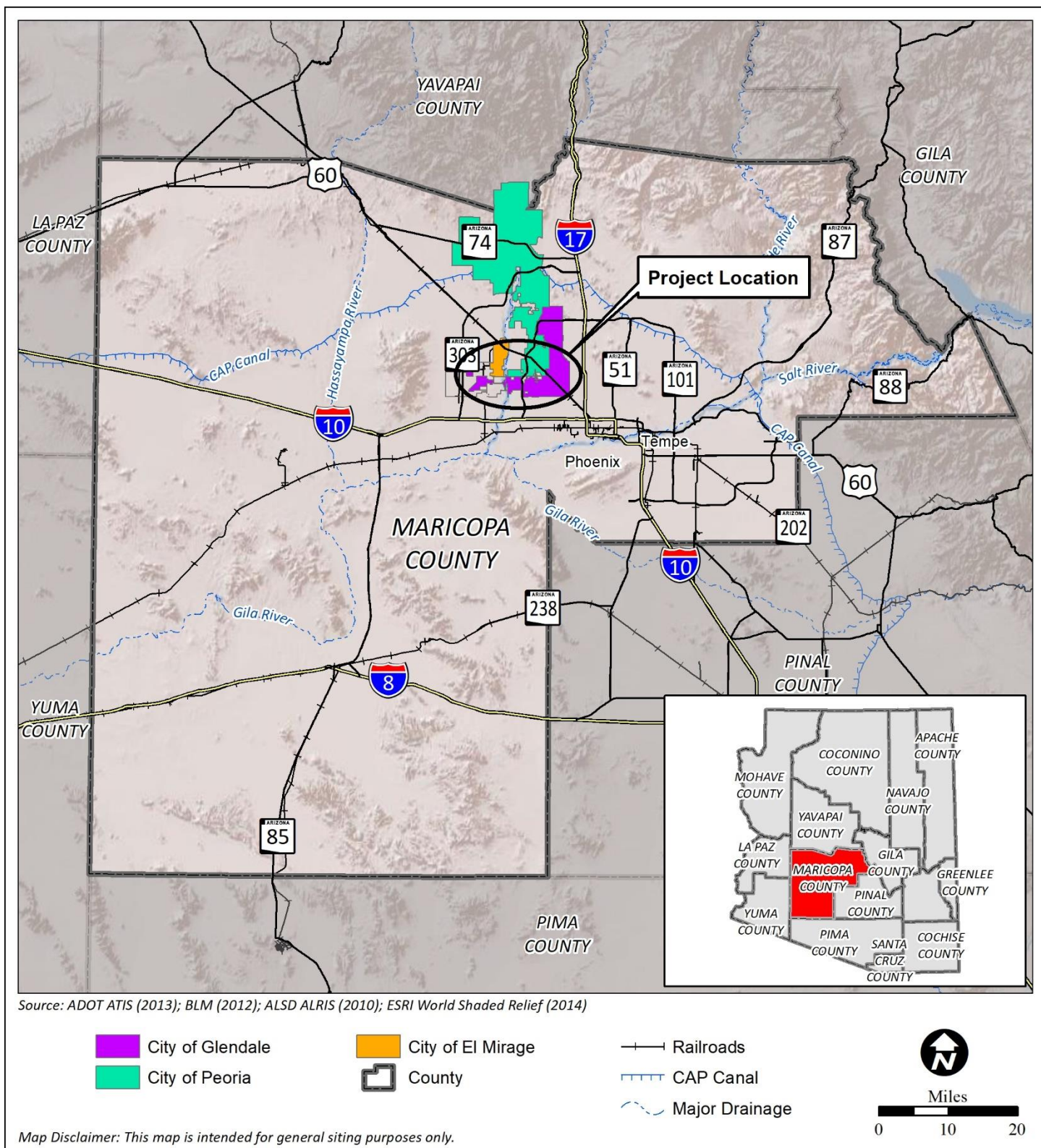


Figure 1. Project Location Map

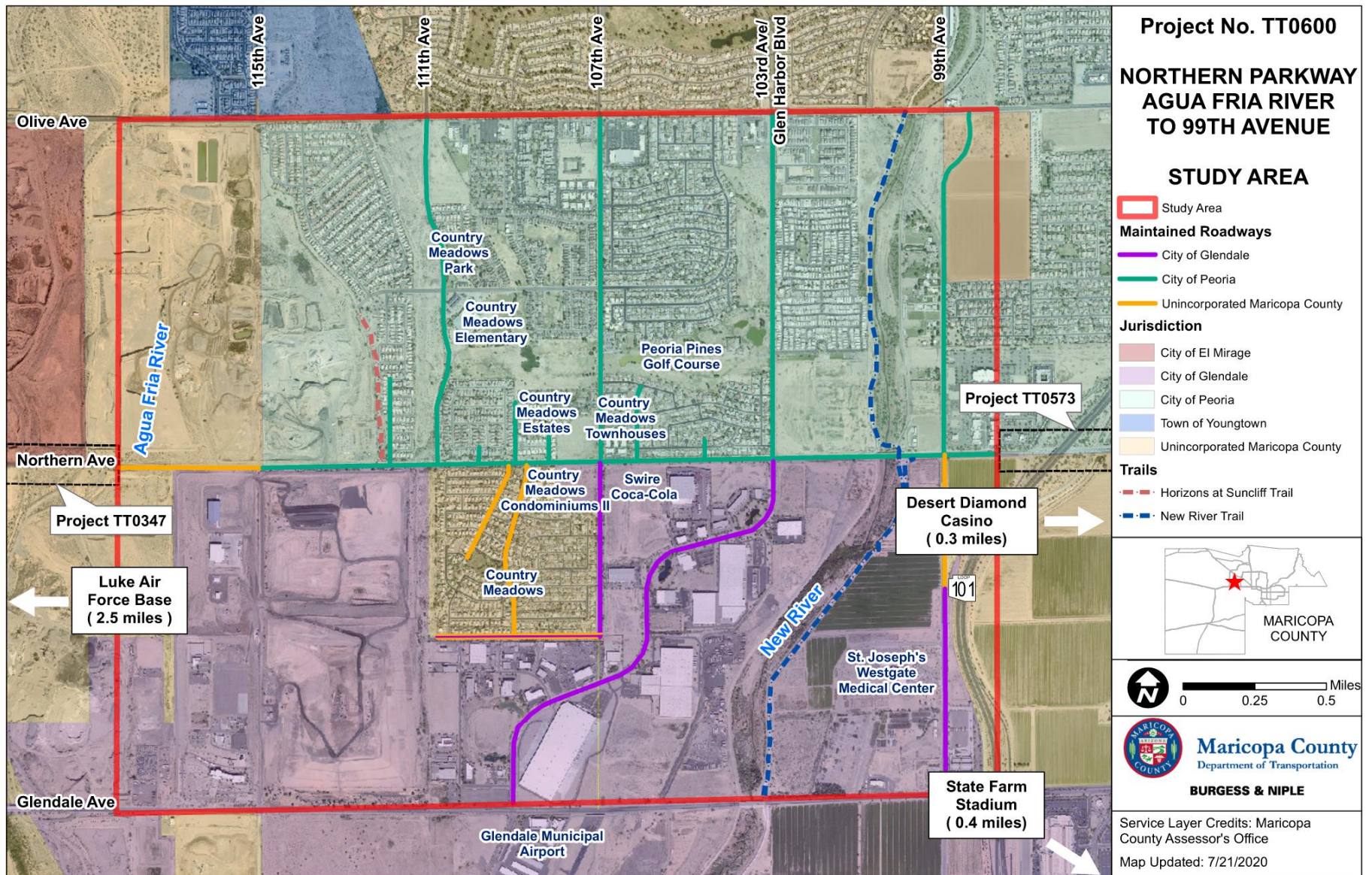


Figure 2. Project Vicinity and Jurisdiction Map

2. SOCIOECONOMIC CONSIDERATIONS

2.1 Title VI/Environmental Justice

A previous investigation of demographic and socioeconomic factors was completed in support of the EA conducted in 2010 for the overall Northern Parkway project. That investigation utilized data from the US Census Bureau's 2000 decennial census. Subsequent to the 2000 census, the 2010 decennial census was conducted and during its course, remapped census tracts and block group within the project area. The remapping that occurred in 2010 effectively created shifts in population data, resulting in discrepancies between the pre and post 2010 population data outcomes. As such, the data that was compiled for this Environmental Identification Memo cannot be directly compared to that of the EA.

A review of minority, low-income, limited English proficiency and other protected populations were conducted for this memo. Guidance issued by the Council on Environmental Quality (CEQ) defines a minority population as one that a) exceeds 50% of the total population or b) is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. Additionally, MCDOT also maintain thresholds for protected populations. Those thresholds are as follows:

- Linguistic Isolation – 5% or higher
- Minority population – 41% or higher
- Population in poverty – 14.7% or higher
- Disability – 18% or higher

Consistent with the EA, Maricopa County demographic data was collected to determine if populations were meaningfully higher within the project area from what exists at a regional level. Data was also collected from the City of Glendale and City of Peoria. The project area crosses 7 block groups as defined in the US Bureau of the Census 2018 American Community Survey 5-year profile. A demographic profile of the project area can be found in Tables 1 and 2.

Review of the data found one block group (BG) in particular, Tract 610.11 BG 1, has a significantly higher minority population (73.54%), while Tract 927.23 BG 2 has a somewhat higher average (58.49%) in comparison the regional average. Tract 610.11 BG 1 also has a higher percentage of those living below the poverty level (34.8%) and households that are linguistically isolated (15.2%). The census bureau defines linguistic isolation as households in which all members aged 14 years and older speak a non-English language primarily and only speak English less than well.

A public meeting was held by MCDOT on February 25, 2020 at Country Meadows Elementary School at which 34 attendees were surveyed for Title VI. 31 responses were received, providing the following total demographic information of those that responded: American Indian/Alaskan Native – 0; Asian/Pacific Islander – 2; Hispanic/Latino – 8; African American/Black – 2; White – 21; and unknown/not listed – 1.

The project area is heavily residential with many single- and multi- family homes directly adjacent to the ROW. Residential relocations are anticipated as well as possible full and/or partial takes from vacant properties and businesses. Access to Country Meadows II Condominiums will be improved by construction of Augusta Avenue from 108th Avenue to 107th Avenue and will prevent vehicle backup along Northern Parkway. During final design, access control throughout the corridor will be further evaluated. The construction of a raised center median may change access to some residences or neighborhoods, necessitating right-in and right-out movements only. Overall, residents in the project area would equally experience the temporary construction impacts and benefit equally from the improved transportation system and impacts are not anticipated to disproportionately impact any minority or protected population.

Environmental considerations for design/construction: MCDOT Community Relations and Title VI Program Coordinator will implement measures to ensure public information and notification reaches the broadest spectrum of project area residents. Impacts to residences will be minimized wherever possible. If displacements are necessary, they will be subject to the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

Area	Total Population	White alone		Black or African American alone		American Indian and Alaska Native alone		Asian alone		Native Hawaiian and Other Pacific Islander alone		Some other race alone		Two or more races		Hispanic or Latino ¹		Minority ²	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
610.11 BG 1	2,385	1,970	82.6	62	2.6	0	0.0	86	3.6	0	0.0	37	1.6	230	9.6	1,457	61.1	1,754	73.54
610.43 BG 2	1,356	1,187	87.5	80	5.9	0	0.0	25	1.8	0	0.0	44	3.2	20	1.5	479	35.3	604	44.54
927.20 BG 4	2,279	2,106	92.4	29	1.3	2	0.1	0	0.0	0	0.0	77	3.4	65	2.9	544	23.9	620.0	27.20
927.23 BG 1	2,140	1,556	72.7	96	4.5	23	1.1	86	4.0	0	0.0	143	6.7	236	11.0	481	22.5	803	37.52
927.23 BG 2	1,790	1,263	70.6	214	12.0	0	0.0	25	1.4	0	0.0	151	8.4	137	7.7	866	48.4	1047	58.49
927.24 BG 1	1,614	1,271	78.7	242	15.0	0	0.0	0	0.0	0	0.0	63	3.9	38	2.4	483	29.9	750	46.47
927.24 BG 2	1,610	1,248	77.5	13	0.8	22	1.4	69	4.3	0	0.0	168	10.4	90	5.6	352	21.9	502	31.18
All Block Groups	13,174	10,601	80.5	736	5.6	47	0.4	291	2.2	0	0.0	683	5.2	816	6.2	4,662	35.4	6,080	46.15
Maricopa County	4,410,824	3,466,879	78.6	257,889	5.8	91,630	2.1	184,809	4.2	10,478	0.2	227,969	5.2	171,170	3.9	1,379,637	31.3	1,995,695	45.25
Glendale	245,514	188,506	76.8	16,781	6.8	3,286	1.3	11,476	4.7	475	0.2	14,192	5.8	10,798	4.4	91,213	37.2	128,341	52.27
Peoria	164,572	137,905	83.8	5,504	3.3	1,176	0.7	6,906	4.2	407	0.2	6,191	3.8	6,483	3.9	32,877	20.0	50,812	30.88

¹ – “Hispanic” or “Latino” refers to ethnicity and is derived from the total population, not as a separate race; i.e., it is calculated independently from the other columns in this table

² - “Total Minority” is composed of all people who consider themselves Non-White racially plus those who consider themselves White Hispanic, therefore totals percentages are not necessarily a sum of all categories.

Table 1. Population and Racial Demographics

Table. Age 60 Years and Over, Below Poverty Level, Disabled, and Female Head of Household Populations ¹											
Area	Total Population	Age 60 Years and Over		Below Poverty Level		Disabled		Female head of Household		Limited English-Speaking Households	
		#	%	#	%	#	%	#	%	#	%
610.11 BG 1	2,385	290	12.2	831	34.8	116	8.2	153	32.3	70	15.2
610.43 BG 2	1,356	174	12.8	104	7.8	145	14.7	43	17.1	7	2.1
927.20 BG 4	2,279	317	13.9	292	13.0	213	13.1	73	20.1	0	0.0
927.23 BG 1	2,140	272	12.7	377	17.6	179	10.8	148	37.9	17	1.8
927.23 BG 2	1,790	241	13.5	228	12.7	189	15.2	95	22.7	8	1.4
927.24 BG 1	1,614	273	16.9	158	9.8	158	14.3	78	23.6	0	0.0
927.24 BG 2	1,610	625	38.8	264	17.8	405	32.4	20	9.0	18	2.7
All Block Groups	13,174	2,192	16.6	2,254	17.3	1,405	15.1	610	24.9	120	2.9
Maricopa County	4,410,824	918,193	20.8	618,496	14.7	430,328	13.6	202,166	22.3	63,589	4.2
Glendale	245,514	40,978	16.7	74,442	30.7	28,522	15.9	14,853	28.4	4,978	6.0
Peoria	164,572	37,240	22.6	22,459	13.8	18,766	15.2	6,146	17.3	937	1.6

Table 2. Age 60 Years and Over, Below Poverty Level, Disabled, Female Head of Household, and Limited English-Speaking Household

2.2 Prime and Unique Farmlands

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland (Natural Resources Conservation Service, 2020). A review of the project area on the United States Department of Agriculture (USDA) Online Soil Survey Map (Natural Resource Conservation Service Web Soil Survey map AZ651) indicates that approximately 67.5% of the soils within the study area are classified as prime farmland if irrigated, prime farmland if irrigated and protected from flooding, or farmland of unique importance. Approximately 4.6% of the existing land use in the study area is designated as agricultural (Maricopa Association of Governments Land Use Explorer) with future land use expected to total 0.0%

On September 9, 2008, during completion of the EA, coordination with the Natural Resources Conservation Service occurred. This discussion concluded that the area within the current study was considered either converted to urban use or planned for urban uses in the future; therefore, the Farmland Protection Policy Act (FPPA) would not apply to this area. No further mitigation measures would be required for the project. However, provisions were laid out in the 2010 EA to maintain current and future farming operations, provided that is the wish of the property owner. Should the property owner wish to continue their farming operations, coordination would take place to relocate existing irrigation ditches, convey irrigation under the parkway, and construct farm access roads where necessary

Environmental considerations for design/construction: During final design, the Maricopa County Department of Transportation will contact adjacent property owners where farming is occurring and coordinate relocation and reconfiguration of existing irrigation facilities

2.3 Land Ownership and Use

The study area is primarily comprised of a mix of residential, other employment, open space and vacant land. A detailed breakdown of the study area's land use can be found below in Table 3. Northern Parkway within the study area is primarily made up of transportation use, but also includes single- and multi- family residential, other employment, open spaces, agriculture, and vacant land. The project area is a mix of private, county, and city owned lands and are under the jurisdiction of the cities of Peoria and Glendale, and unincorporated Maricopa County (Figure 2).

The New River is a channelized watercourse that crosses Northern Avenue between 103rd and 99th Avenues. The facility is owned by the Flood Control District of Maricopa County (FCDMC) for the conveyance of floodwater. New River Linear Park is located within the New River. This park includes a trail which runs adjacent to New River and is operated by the cities of Glendale and Peoria.

Irrigation channels owned by the Bureau of Reclamation (Reclamation) and maintained by the Salt River Project (SRP) were identified along the eastern edge of the project limits. These facilities may potentially be addressed by an adjacent and related project (TT0372; Northern Parkway at Loop 101). However, any impacted facilities not addressed by TT0372 will need to be included as part of this project and will require additional coordination with Reclamation during final design. Coordination with Reclamation may result in the need for further environmental reviews.

Table 3. Land Use within the Study Area

Land Use Sector	Existing %	Future %
Single-Family Residential	20.8%	28.9%
Multi-Family Residential	1.8%	2.2%
Commercial	0%	0%
Industrial	6.4%	10.1%
Office	0.40%	0.40%
Other Employment	35.6%	33.5%
Mixed Use	0%	0%
Transportation	4.6%	4.7%
Open Space	11.9%	12.0%
Agriculture	4.6%	0%
Vacant	10.8%	0%

*source: MAG Land Use Explorer (2020)

Environmental considerations for design/construction: ROW needs will be identified during final design. ROW or easements acquired from a state, county or federal entity may be subject to additional environmental considerations as warranted by that specific land-owner.

3. NATURAL ENVIRONMENT

3.1 Biological Resources

Vegetation: The project area lies in the Lower Colorado subdivision of the Sonoran Desertscrub biotic community, which is characterized as an arid desert with open, simple plant growth. Due to urbanization, the vegetation within the study area reflects a mix of cultivated, native, and non-native species. Agricultural plots within the Study Area may vary in species composition depending on time of year but appear to be largely used to grow alfalfa (*Medicago sativa*). Landscaped species established on golf courses, commercial and residential properties, and along roadsides include acacia (*Acacia spp.*), Indian laurel columns (*Ficus nitida columns*), palo verde (*Parkinsonia spp.*), Afghan pine (*Pinus brutia eldarica*), mesquite (*Prosopis spp.*), Feather cassia (*Senna artemisioides*), and Fan palm (*Washingtonia spp.*). Naturally occurring species within vacant uplands include Fourwing saltbrush (*Atriplex canescens*), Desert broom (*Baccharis sarothroides*), saguaro (*Carnegiea gigantea*), Brittlebush (*Encelia farinosa*), palo verde, and mesquite. Portions of the Agua Fria River and the New River flow through the study area. Vegetation density within the river channels and associated floodplains is greater in some portions, and includes species such as mesquite, palo verde, and Desert broom. Introduced species occur along roadsides and include cheeseweed (*Malva parviflora*), Sahara mustard (*Brassica tournefortii*), Globe chamomile (*Oncosiphon pilulifer*), and various grasses.

Plants protected by the Arizona Native Plant Law include all cacti, yucca, agave, and many leguminous tree species such as paloverde, mesquite, and ironwood (*Olneya tesota*) that are wild growing (i.e., not planted for landscaping). Naturally occurring protected native plants are present throughout the study area where vacant lands occur. If it is determined during final design that the project will impact native plants, notification to the Arizona Department of Agriculture may be required. Total disturbance acreage to native vegetation will be finalized during final design.

Wildlife: Undeveloped sections of the study area could provide cover and foraging opportunities for wildlife due to the presence of vegetation, as well as provide movement corridors for wildlife in an increasingly urbanized landscape. Wildlife likely to be found in the project area include birds such as Western burrowing owl (*Athene cunicularia occidentalis*), red-tailed hawk (*Buteo jamaicensis*), Gambel's quail (*Callipepla gambelii*), cactus wren (*Campylorhynchus brunneicapillus*), Gila woodpecker (*Melanerpes uropygialis*), white-winged dove (*Zenaida asiatica*), Curve-billed thrasher (*Toxostoma*

curvirostre), and Mourning dove (*Zenaida macroura*); mammals such as coyote (*Canis latrans*), kangaroo rat (*Dipodomys* spp.), Black-tailed jackrabbit (*Lepus californicus*), white-throated woodrat (*Neotoma albigula*), and Desert cottontail (*Sylvilagus audubonii*); and reptiles such as side-blotched lizard (*Uta stansburiana*), zebra-tailed lizard (*Callisaurus draconoides*), and rattlesnakes (*Crotalus* spp.). Several bird species protected by the Migratory Bird Treaty Act (MBTA) may nest within trees or burrows throughout the study area. If vegetation removal or ground disturbing activities are anticipated for construction during the breeding season, migratory bird surveys will need to be completed prior to construction in order to identify the presence of nesting birds and/or their eggs.

The US Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) system was accessed on August 03, 2020 to identify any Endangered Species Act (ESA)-listed species or their proposed or designated critical habitat potentially occurring within the study area. The IPaC resource list was reviewed by a qualified biologist, Matthew Camba, AZTEC. The IPaC identified the California least tern (*Sterna antillarum browni*), and Yellow-billed cuckoo (*Coccyzus americanus*) as potentially occurring within the study area. Potential suitable nesting habitat within the study area exists for Yellow-billed cuckoo. The IPaC resource list does not identify any proposed or designated critical habitat within or near the project area. Yellow-billed cuckoo will be evaluated in detail within the project's biological documentation, along with any other protected species with potential to be affected by the final project design.

The Arizona Game and Fish Department (AGFD) On-line Environmental Review Tool was accessed on August 03, 2020 to identify special status species known to occur within the project vicinity. The review tool identified ESA protected species Yellow-billed cuckoo (*Coccyzus americanus*), Southwestern willow flycatcher (*Empidonax traillii extimus*), and Yuma's ridgway's rail (*Rallus obsoletus yumanensis*) as occurring within three (3) miles of the study area. Additionally, two raptor species, American peregrine falcon (*Falco peregrinus anatum*) and bald eagle (*Haliaeetus leucocephalus*), were identified as occurring within three (3) miles of the study area. The project area also provides potentially suitable habitat for the Western burrowing owl, which is protected by the MBTA, and the Sonoran Desert tortoise (*Gopherus morafkai*), a species with a Candidate Conservation Agreement. Therefore, measures will be implemented in order to reduce potential impacts to the Western burrowing owl and Sonoran Desert tortoise.

Environmental considerations for design/construction: Biological surveys may be required during final design to identify the presence of ESA listed species and MBTA protected birds. If project activities impact MBTA protected birds during the breeding season, additional mitigation measures may be required.

If impacts to Arizona Native Plant Law protected species are identified, a Notice of Intent to clear land will need to be submitted to the Arizona Department of Agriculture 60 (sixty) calendar days prior to the start of construction.

A Biological Evaluation or other appropriate technical document will be prepared during final design.

3.2 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel numbers 04013C1680L, 04013C1690L, 04013C1685L, and 04013C1695L, for Maricopa County, Arizona were reviewed to assess flood zones in the Study Area. A majority of the Study Area lies within flood zone X which is classified as "areas of 0.2% annual chance of flood". Areas of 1% annual chance of flood exist within the Study Area along the Agua Fria River and the New River. Areas protected by levees from 1% annual chance of flood" exist between West Northern Avenue and West Glendale Avenue along the New River. Regulatory Floodways exists as part of the Agua Fria River and New River floodplain. Any impacts to floodplains will be evaluated during final design.

Environmental considerations for design/construction: MCDOT will design the new roadway and bridge to minimize floodplain encroachments and ensure that the flood-carrying capacity of drainages that cross the study area would not be impaired. MCDOT will consult with the Flood Control District of Maricopa County (FCDMC) to identify and mitigate potential effects on floodplains as needed during final design.

3.3 Water Quality

The Clean Water Act (CWA) is the primary federal statute governing discharge of pollutants into jurisdictional Waters of the United States (Waters). The Navigable Waters Protection Rule: Definition of "Waters of the United States," 33 CFR § 328 defines Waters as "The territorial seas and traditional navigable waters; perennial and intermittent tributaries that contribute surface water flow to such waters; certain lakes, ponds, and impoundments of jurisdictional waters; and wetlands adjacent to other jurisdictional waters." The rule excludes ephemeral features that flow only in direct response

to precipitation. The principal goal of the CWA is to establish water quality standards to restore and maintain the chemical, physical, and biological integrity of the nation's Waters by preventing point (concentrated output) and nonpoint (widely scattered output) pollution sources.

3.3.1 Section 404 and Section 401

Section 404 of the CWA regulates the discharge of earthen fill, concrete, and other construction materials into Waters, and authorizes the US Army Corps of Engineers (Corps) to issue permits regulating the discharge of dredge or fill material into Waters. The limits of Waters are defined through a jurisdictional determination (JD) issued by the Corps. Section 401 of the CWA requires any applicant requesting a federal permit or license for activities that may result in discharge into Waters to first obtain a Section 401 certification through the Arizona Department of Environmental Quality (ADEQ) which verifies the prospective permits comply with the state's applicable effluent limitations and water quality standards.

Two natural drainages exist within the Study Area, the Agua Fria River and the New River. Both rivers flow from north to south, intersecting perpendicular roadways. MCDOT maintained concrete bridges and FCDMC drainage channels have been constructed along the river floodplains to mitigate flood effects to roadways and nearby structures. There are also several agricultural irrigation ditches and man-made ponds throughout the project area. During final design, further evaluation of water courses would occur, and a JD from the Corps would be obtained to identify Waters with potential to be impacted by future projects. If Waters will be impacted by a future project, a Section 404 permit and Section 401 water quality certification would be required.

3.3.2. Section 402

Section 402 of the CWA formed the National Pollutant Discharge Elimination System (NPDES), which in Arizona is administered by Arizona Department of Environmental Quality (ADEQ) as the Arizona Pollutant Discharge Elimination System (AZPDES), to regulate pollutant discharges, including stormwater, into Waters. An AZPDES permit sets specific discharge limits for point-source pollutants into Waters and outlines special conditions and requirements for an individual project to reduce impacts to water quality. AZPDES permits require that the project be designed to protect Waters, that erosion control best management practices (BMPs) be implemented, and that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for construction activities exceeding 1 acre of ground disturbance.

Because project activities will disturb more than an acre of land, compliance with AZPDES and its Construction General Permit is required during construction including the preparation of a SWPPP, to establish methods for controlling the introduction of pollutants to Waters.

Portions of the Study Area are located in an unincorporated Maricopa County urbanized area; therefore, the project activities are subject to Maricopa County Stormwater Regulations.

Environmental considerations for design/construction: If the final scope of work will disturb more than 1 acre of land, compliance with AZPDES Construction General Permit will be required during construction. During final design, MCDOT will coordinate with the Corps to identify permit requirements under Sections 401 and 404 of the Clean Water Act and mitigate potential impacts from a new facility.

3.4 Visual Resources

The Study Area is not located on lands with a visual resource rating or evaluation system and lacks sensitive viewers. In addition to relatively few new vertical design elements, impacts to visual resources are low. Final design for the project is anticipated to include landscaping with native plant species. If any aesthetic treatments are anticipated to be added to the roadway design during final design, coordination with local jurisdictions will be required during final design.

Environmental considerations for design/construction: During the design phase, MCDOT will ensure that landscape and aesthetic treatment plans would be reviewed and approved by the City of Glendale and the City of Peoria.

4. PHYSICAL ENVIRONMENT & CONSTRUCTION RELATED IMPACTS

4.1 Air Quality

The project is located within the Phoenix 8-hour Ozone nonattainment area, the Phoenix PM-10 nonattainment area, and the Phoenix Carbon Monoxide (CO) maintenance area. An air quality assessment was prepared in support of the EA. The report associated with this assessment found that the project's long-term impacts would not contribute to exceedances of air quality standards for criteria pollutants. Short-term impacts on ambient levels of CO might occur during construction due to the interruption of normal traffic flow. The construction project would need to be incorporated into the air quality State Implementation Plan (SIP) to ensure conformity to Section 176c of the Clean Air Act. During construction, disturbance of the soil and concrete by equipment will increase fugitive dust and could potentially affect local air quality. In addition, exhaust emissions from automobiles in construction related traffic delays and from construction equipment may also affect air quality. Such impacts to the air quality would be temporary and would be eliminated once construction is complete.

Environmental considerations for design/construction: Compliance with Maricopa County Air Quality Department (MCAQD) Rule 310 and MAG Uniform Standard Specifications and Details, as stipulated in the required county earthmoving permit, will be required.

4.2 Noise Impacts

An analysis of potential noise impacts was conducted in support of the 2010 EA; however, subsequent to that evaluation, ADOT updated its noise policies which are defined in the document titled *Noise Abatement Requirements* (NAR) (May 2017). The 2017 guidelines outline noise abatement criteria based on "feasibility" and "reasonability". The feasibility and reasonability criteria have the stated goals of constructing noise barriers which have the ability to reduce projected unmitigated noise levels by at least 7 decibels (dBA) and a maximum reasonable cost of abatement of \$49,000 per benefited receptor.

A preliminary noise study was completed in March 2020 for the Northern Parkway: Agua Fria River to 99th Avenue project area. In total, 88 noise receivers were evaluated in the noise model and four different sites were monitored for current and predicted future 2040 traffic levels during both AM and PM peak hours. The bulk of the noise receptors represented single family homes (Category B) and undeveloped lands (Category G). Noise levels for 38 receivers representing homes during 2040 AM peak hours and 18 receivers representing existing homes during 2040 PM peak hours were found to be greater than ADOT NAR 2017 threshold of 66 dBA for activity Category B and warranted further noise mitigation considerations. A total of 11 noise barrier locations were evaluated for their potential to reduce noise levels for the surrounding receivers. However, this preliminary analysis indicated that no noise barriers would meet the 2017 ADOT NAR guidelines of both reducing predictive noise levels by 7dBA or falling under the reasonable cost abatement per benefited receptor of \$49,000. As a result, no noise barriers were included in the cost estimate for the project.

Environmental considerations for design/construction: During design, the noise analysis will be finalized based on the final design recommendations.

4.3 Hazardous Materials

A review of federal and state databases for hazardous materials concerns within one (1) mile of the project area was completed in August of 2020 by GeoSearch. The database review identified three leaking underground storage tanks (LUST) within the review area, all of which were located at Cemex Construction Materials located at 11920 W Glendale Avenue and have been properly closed. The Cemex Construction Materials site also was reported as having seven underground storage tanks (UST), all of which were also closed, as well listed on the Mine Safety and Health Administration (USMSHA) Master Index File database.

The City of Glendale Landfill at 11480 W Glendale Avenue is located between 111th Avenue and 115th Avenue, and between Glendale Avenue and Northern Avenue. Although the southern portion of the landfill is still active, the northern portions just south of Northern Avenue appear to be closed. The facility is listed as a State Hazardous Waste Site (SHWS) and is subject to investigations under the State Water Quality Assurance Revolving Fund (WQARF) and Comprehensive Environmental Response, and Liability Act (CERCLA) programs. The City of Glendale Landfill is also reported as containing an aboveground storage tank (AST).

Two facilities, Country Meadows Unit 9 (located at 115th Avenue and Northern Avenue) and American Continental (located at 115th Avenue and Northern Avenue) are also listed as SWHS. However, it should be noted that no information as to why these facilities were listed is provided and that inclusion of a facility on this list does not necessarily indicate the facility is contaminated, is causing contamination, or is in violation of state or federal statutes.

Two drywells were identified at the Waste To Energy Facility located at Northern Avenue and 115th Avenue, and four were identified at the Coca Cola Bottling facility south of the project area at 7845 N. 106th Avenue.

Because the project will impact existing structures and features that are either painted or consist of suspect hazardous materials, testing for the presence of lead-based paint (LBP) and asbestos containing materials (ACM) of all painted surfaces and suspect asbestos-containing building materials (ACBM) that would be affected by the project will be conducted during final design. These features include but are not limited to bridges and concrete culverts, sidewalks, as well as roadway pavement striping and markings. Because the Northern Avenue bridges over the New River will be modified by the project, a National Emissions Standards for Hazardous Air Pollutants (NESHAP) notification is required to be submitted to Maricopa County Air Quality Department and Arizona Division of Occupational Safety and Health (ADOSH). As part of the NESHAP notification, a report documenting inspection of suspect ACBM by an Asbestos Hazard Emergency Response Act (AHERA) certified inspector must be included.

Environmental considerations for design/construction: A Preliminary Initial Site Assessment (PISA) and testing for LBP, ACM, and ACBM will be conducted during final design. Based on the results of the PISA and testing, additional site assessments may be warranted. NESHAP notification to the appropriate agencies must take place prior to construction of the Northern Avenue bridge over the New River.

4.4 Construction Related Impacts

Project construction is anticipated to impact the public. There is the potential for lane restrictions, dust and noise to occur. As the project progresses, the construction impacts will be identified, and measures will be included in the project specification to be applied during construction for their minimization.

The New River Trail crosses underneath the existing bridge over the New River and will require temporary closures during construction of the new bridge over the New River.

Environmental considerations for design/construction: During construction, the contractor(s) would be required to ensure that noise would be controlled in accordance with ADOT's 2008 *Standard Specification for Road and Bridge Construction* (Section 104.08), and local rules and ordinances.

Temporary closure of New River Trail should be coordinated in advanced with the City of Glendale, City of Peoria and the Flood Control District of Maricopa County to ensure proper control measures are in place for the traveling public.

4.5 Utilities

There are several existing utilities within the project area that will need to be evaluated for potential conflicts during design. Some of the larger facilities that were identified are as follows:

- Arizona Public Service (APS) overhead 230kV/500kV facilities west of 111th Avenue
- City of Peoria influent pump station on the east bank of New River
- City of Peoria wet wall, submersible pumps, odor control device, generator and electrical lineup on the west bank of the New River and the City of Peoria List station at 112th Avenue
- Private active well near 106th Avenue and a private abandoned well near 104th Avenue
- El Paso Natural Gas (EPNG) high pressure line running under the existing Northern Avenue pavement to the valve and inspection station at the northeast corner of Northern Avenue and 109th Avenue
- Salt River Project (SRP) irrigation facilities immediately west of the Northern Avenue and 99th Avenue intersection

In addition to the utilities already mentioned, several water, sewer, storm drain, gas, underground electric, overhead electric, irrigation, cable and telephone facilities also exist within the project area. Utility relocations are will be coordinated

by MCDOT and performed by the utility companies. Utility impacts will be further evaluated during the final design process.

Environmental considerations for design/construction: N/A

5. CULTURAL RESOURCES

The vast majority of the study area involving the Northern Parkway ROW corridor between Agua Fria River and 99th Avenue has been previously surveyed for cultural resources. Areas not previously surveyed within the corridor mainly consist of paved and/or disturbed surfaces. A total of 38 previous surveys are listed in the Arizona State Museum's (ASM) AZSITE online database as occurring within the study area (Table 4). A total of 14 surveys involved portions of Northern Avenue within the current project area:

19741-1.ASM

This linear survey conducted along the Tucson Gas and Electric El Sol – Vail Transmission Line corridor terminated at Northern Avenue (McDonald et al. 1974). The survey identified 2 resources within the study area, but no cultural resources were identified within or adjacent to Northern Avenue.

1994-348.ASM

This survey involved approximately 1,600 linear feet along Northern Avenue within the far eastern end of the study area, and included the intersection of Northern Avenue and 99th Avenue and additional extents along each roadway (Wenker 1994). No cultural resources were identified within or adjacent to Northern Avenue.

1999-461.ASM

This large-area survey involved approximately 950 linear feet along the western extent of Northern Avenue within the study area, but a majority of the survey was focused on a gravel pit located to the south of Northern Avenue (Courtright 1999). No cultural resources were identified within or adjacent to Northern Avenue.

2000-516.ASM

This survey involved a roughly 2,000-foot long segment of Northern Avenue located east of the Agua Fria River and west of N 112th Avenue. A majority of the survey area was located to the north of Northern Avenue (Lindly 2000). No cultural resources were identified within or adjacent to Northern Avenue.

2001-729.ASM

This linear survey involved a very small portion of Northern Avenue at the intersection with the New River; a majority of this survey was conducted along the New River to the north of Northern Avenue (Breen 2001). No cultural resources were identified within or adjacent to Northern Avenue.

2003-1119.ASM

This survey involved a small portion of Northern Avenue at the intersection of 109th Avenue (Lundin 2003). No cultural resources were identified within or adjacent to Northern Avenue.

2003-1419.ASM

This large-area survey included approximately 0.4 miles of Northern Avenue located east of El Mirage Road and along the study area's western extent but was predominantly focused on land located north of Northern Avenue (Baker 2003). No cultural resources were identified within or adjacent to Northern Avenue.

2003-74.ASM

This survey involved a small portion of Northern Avenue near the intersection of 109th Avenue (North 2003). No cultural resources were identified within or adjacent to Northern Avenue.

2006-830.ASM

This large-area survey extended approximately 444 feet along Northern Avenue and was conducted for the Rinker-El Mirage project (Christenson 2006). No cultural resources were identified within or adjacent to Northern Avenue.

2009-575.ASM

This linear survey included a small portion of Northern Avenue and adjacent areas located east of the New River and west of 99th Avenue. This survey was conducted for the New River between Northern Avenue and Bethany Home Outfall

Channel segment of the Glendale Multi-Use Pathway Project (Boley 2010). No cultural resources were identified within or adjacent to Northern Avenue.

2012-516.ASM

This survey included approximately 0.8 miles of the segment of Northern Avenue involved in the current study area, as well as adjacent parcels (Schilling and Jones 2012). A majority of the Area of Potential Effects (APE) for this project was located to the west of the current study area. One cultural resource was identified along Northern Avenue.

Table 4. Previous projects within the study area

Agency Number	Project Name	# sites identified within Northern Parkway ROW	Reference(s)
1974-1.ASM	Tucson Gas & Electric El Sol-Vail Transmission Line	2	McDonald et al. 1974
1985-187.ASM	Olive Ave., El Mirage Road to 99th Avenue	0	Swidler 1985
1994-348.ASM	Northern and 99th Ave Survey	0	Wenker 1994
1997-380.ASM	I-10 Northern/Agua Fria Freeway	0	Stone and Doyle 380
1998-361.ASM	99th Ave: Glendale to McDowell	0	Aguila 1999
1999-461.ASM	Plant 112 - Glendale Ave Pit / #cm 0066	0	Courtright 1999
1999-501.ASM	Plant 106 - El Mirage Pit / #cm 0072	0	Shepard 1999
2000-516.ASM	AZ Crushers Pit Survey	0	Lindly 2000
2001-481.ASM	Spectra New River Cell Tower Survey	0	Slawson 2001
2001-729.ASM	New River	0	Breen 2001
2002-84.ASM	Glendale Bikepath	0	Morrison 2002
2003-1119.ASM	El Paso Natural Gas Line 2215	0	Lundin 2003
2003-1419.ASM	ADOT Material Site 7537	0	Baker 2003
2003-226.ASM	Glendale Streets	0	Stubing 2002; Walsh 2001
2003-246.ASM	Southwest Fibernet Project Fiber Optic ROW, Electric Lightwave	0	Foster et al. 1993
2003-74.ASM	El Paso Natural Gas Line 1203 Survey	0	North 2003
2003-912.ASM	7407 N. 105th Avenue	0	Davis and Hohmann 2001
2006-161.ASM	Glendale Park and Ride	0	Schilling et al. 2006
2006-343.ASM	Paramount Academy	0	Rainey 2005
2006-830.ASM	Rinker-El Mirage	0	Christenson 2006
2007-145.ASM	Olive and 103rd Avenues Survey	0	Marshall 2006
2007-688.ASM	EPNG Glendale Airport Meter Station	0	Hesse 2007
2008-42.ASM	Agua Fria River Poles and Access Road	0	Fackler 2007
2009-575.ASM	Glendale Multi-Use Pathway Project: New River Between Northern Ave and Bethany Home Outfall Channel	0	Boley 2010
2010-51.ASM	99th Ave.	0	Heilman 2010

Agency Number	Project Name	# sites identified within Northern Parkway ROW	Reference(s)
2011-312.ASM	Olive Ave ITS	0	Behrend & Bruder 2011
2012-285.ASM	Glendale Municipal Airport RPZ Land Acquisition	0	Rawson 2011
2012-516.ASM	Northern Parkway	2	Schilling & Jones 2012
7.3130.SHPO	City of Glendale Sanitary Landfill	0	AZSITE online database
7.3219.SHPO	Country Meadows Unit Ten: An Archaeological Investigation in Glendale	0	AZSITE online database
7.3341.SHPO	Cultural Resources Survey of the Indian Bend Wash	0	AZSITE online database
76-057.ASU	Unknown	0	AZSITE online database
79-035.ASU	Unknown	0	AZSITE online database
84-004.ASU	Unknown	0	AZSITE online database
SHPO-2001-2600	PHX-079D, "TEP Transmission Tower" Geo-Technologies. Inc. for Cricket Communications Section		Howard 2001
SHPO-2002-289	Bureau of Reclamation - USBR Case # 01-052 - Irrigation Easement Relocation and Exchange along Northern Avenue		Gifford 2002

*Shaded entries denote surveys which involved portions of Northern Avenue.

Based on the literature review, previous surveys have identified a total of seven archaeological resources within the study area. Only one survey, AZ T:7:432(ASM), identified resources within Northern Avenue (Table 5). A brief description of this resource is included below. The remaining resources are located outside of Northern Avenue and consist of prehistoric Hohokam artifact scatters and at least one village site.

AZ T:7:432(ASM) – Northern Avenue. This resource is the historic alignment of Northern Avenue; as currently recorded, the alignment extends for one mile and includes 0.78 miles of the portion of Northern Avenue within the study area, extending eastward from the western boundary. The site was recorded during the cultural resources survey conducted along the western portion of the Northern Parkway Corridor and was recommended ineligible for inclusion on the National Register by the recorders (Schilling and Jones 2012). The Arizona State Historic Preservation Office concurred with this recommendation on November 20, 2012.

Table 5. Previously Recorded Resources

Site Number	Temporal Phase/Cultural Association and Site Description	Within Northern Parkway ROW?	NRHP Eligibility	Reference(s)
AZ T:7:23(ASU)	Sedentary-Classic period Hohokam; artifact scatter with ceramics, lithics, possible structures (rock concentrations)	No	Not provided	AZSITE online database
AZ T:7:33(ASU)	Prehistoric Hohokam; no further information provided.	No	Not provided	AZSITE online database
AZ T:7:24(ASU)	Refuse scatter and possible canal; no further information provided.	No	Not provided	AZSITE online database
AZ T:7:12 (ASM)	Prehistoric Hohokam; artifact scatter (ceramics, lithics, ground stone)	No	Not provided	McDonald et al. 1974

Site Number	Temporal Phase/Cultural Association and Site Description	Within Northern Parkway ROW?	NRHP Eligibility	Reference(s)
AZ T:7:13(ASM)	Prehistoric Hohokam; artifact scatter (ceramics and lithics)	No	Not provided	McDonald et al. 1974
AZ T:7:432(ASM)	Late Historic Euro-American; Northern Avenue – Historic road alignment, segments of which are depicted on 1936 Maricopa County road map. Re-developed and in-use	Yes	Ineligible	Schilling & Jones 2012; SHPO 2012
1(SAS)	No further information for this resource was provided.	No	Not provided.	AZSITE online database

*Shaded entries denote resources adjacent to or within Northern Avenue.

Historic Resources

Data available on the Maricopa County Assessor's website did not indicate the presence of historic structures within the Study Area, based on the listed years of construction for the involved parcels. A review of General Land Office survey plats filed between 1870 and 1896 did not indicate the presence of any historic structures within the study area.

Based on land patents filed between the years of 1890 and 1963 and historic aerial photographs, portions of the land adjacent to the north of Northern Avenue, east of 107th Avenue and west of the New River were in agricultural uses. Associated with these farmsteads, SRP irrigation facilities have existed in the project area for more than 50 years. Irrigation features impacted by this project and not addressed by project TT0372 should be evaluated for their historic eligibility during final design and incorporated into the NEPA process required by Reclamation/SRP for ROW acquisition. A cultural resource survey should be conducted on any areas that may be impacted by the project that have not been previously surveyed. These areas would be determined during final design.

Environmental considerations for design/construction: An archaeological survey will take place during final design for any unpaved areas not previously surveyed. A historic buildings survey should also be conducted to further evaluate age-eligible structures that may be affected by the project for their eligibility for the National Register of Historic Places (NRHP). Additional cultural measures may be necessary as a result of these surveys.

6. SECTION 4(f) AND 6(f) RESOURCES

Section 4(f) compliance. One property within the project area was evaluated in the DCR/EA as a planned recreational facility. Identified in the DCR/EA as the New River Trail and Linear Park, the property is today known as New River Linear Park. At the time of the DCR/EA, the New River Trail had yet to be built, but was identified as a planned future "Linear Park/Open Space" in both the cities of Glendale's and Peoria's Master Plans. The trail has since been developed and runs north to south along the banks of the New River within the cities of Glendale and Peoria for approximately 16.5 miles, starting at Bethany Home Road to Pinnacle Peak Road. The underlying land owner of the trail is the FCDMC; however intergovernmental agreement(s) (IGA[s]) are in place between FCDMC, the City of Glendale and the City of Peoria delegating operation and maintenance responsibilities to those local municipalities and the corresponding sections of the New River Linear Park, including the trail. The trail crosses underneath the existing bridge over the New River and will require temporary closure during construction of the new bridge over the New River. Though the trail is used for recreational purposes, the primary land use of the property is for flood control and therefore would not qualify a Section 4(f) property. No additional Section 4(f) properties were identified within the project area.

Section 6(f) compliance. No Section 6(f) protected properties were identified within the project area.

Environmental considerations for design/construction: N/A

7. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

During preparation of the DCR/EA, four public meetings (2/12/2003, 7/10/2003, 6/1/2005, and 12/8/2005), a Public Hearing (10/14/2009) and an Agency Scoping Meeting (02/2005) were held for the overall corridor. Review and comment

of the draft DCR/EA was also coordinated with the public and agencies, including, but not limited to, ADEQ, ADOT, AGFD, FCDMC, Reclamation, Hopi Tribe, Maricopa Association of Governments (MAG), National Resource Conservation Services, Tohono O’odham Nation, and the US Army Corps of Engineers. A full summary of the Public Involvement and Agency Coordination can be found in Appendices H and I respectively of the draft EA.

A public meeting for this segment of Northern Avenue between the Agua Fria River and 99th Avenue was held by MCDOT on February 25, 2020 at Country Meadows Elementary School at 8409 N. 111th Avenue, Peoria, AZ 85345. This meeting summarized the studies review of the design in the DCR/EA phase, the current transportation needs of the corridor, the evaluation of various alternative designs, and the current preferred design alternative. It was estimated that over 200 people were in attendance, however, only 145 people signed the meeting’s attendance roster. Comment cards were provided during the meeting for which MCDOT received 62 comment cards back during the meeting; 8 comments were received after the meeting via email. Overall, the well-attended meeting was felt to be a success with high level public engagement. Engagement with the public, such as individual meetings, continued after the public meeting to address concerns.

The project team also attended the February 25th public meeting to answer questions and gather input. Follow up to concerns took place, such as those raised by the Country Meadows Condominiums II Homeowners Association (HOA) regarding access into the community, reduced parking, and the proposed development at Northern Avenue and 107th Avenue. Subsequent meetings have since occurred with the Country Meadows HOA to resolve their concerns and continuing coordination is anticipated through the final SDR.

Additional project meetings and workshops took place, involving several agencies and stakeholders. Among those agencies were Maricopa County, FCDMC, ADOT, the cities of El Mirage, Glendale, and Peoria, and MAG. A comprehensive list of those participants can be found in Section 2100, *Involvement Matrix*, of the Northern Parkway: Agua Fria River to 99th Avenue Scoping and Design Report.

Environmental considerations for design/construction: MCDOT’s Environmental Program Branch will continue to be involved in the public involvement process for the project and will lead the coordination with AGFD, US Army Corps of Engineers, ADOT EP, and other relevant project stakeholders.

8. ENVIRONMENTAL IDENTIFICATION CONCLUSIONS

Project scoping is implemented for the Project Managers’ consideration so project alternatives can be reviewed in light of environmental concerns. Project Managers can then determine if preferred alternatives can be advanced as candidates for Transportation Improvement Project (TIP) programming.

This Environmental Identification Memo is intended to assist in the planning process. It does not meet the requirements of a comprehensive National Environmental Policy Act (NEPA) analysis. Once an alternative has been selected additional NEPA clearances may be required.

A summary of the environmental considerations for design/constructions are as follows:

Conclusion of environmental considerations for design/construction:

- MCDOT Community Relations and Title VI Program Coordinator will implement measures to ensure public information and notification reaches the broadest spectrum of project area residents. Impacts to residences will be minimized wherever possible. If displacements are necessary, they will be subject to the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.
- During final design, the Maricopa County Department of Transportation will contact adjacent property owners where farming is occurring and coordinate relocation and reconfiguration of existing irrigation facilities.
- ROW needs will be identified during final design. ROW or easements acquired from a state, county or federal entity may be subject to additional environmental considerations as warranted by that specific land-owner.
- Biological surveys may be required during final design to identify the presence of ESA listed species and MBTA protected birds. If project activities impact MBTA protected birds during the breeding season, additional mitigation measures may be required.

- If impacts to Arizona Native Plant Law protected species are identified, a Notice of Intent to clear land will need to be submitted to the Arizona Department of Agriculture 60 (sixty)calendar days prior to the start of construction.
- A Biological Evaluation or other appropriate technical document will be prepared during final design.
- MCDOT will design the new roadway and bridge to minimize floodplain encroachments and ensure that the flood-carrying capacity of drainages that cross the study area would not be impaired. MCDOT will consult with the Flood Control District of Maricopa County (FCDMC) to identify and mitigate potential effects on floodplains as needed during final design.
- If the final scope of work will disturb more than 1 acre of land, compliance with AZPDES Construction General Permit will be required during construction. During final design, MCDOT will coordinate with the U.S. Army Corps of Engineers to identify permit requirements under Sections 401 and 404 of the Clean Water Act and mitigate potential impacts from a new facility.
- During the design phase, MCDOT will ensure that landscape and aesthetic treatment plans would be reviewed and approved by the City of Glendale and the City of Peoria.
- Compliance with Maricopa County Air Quality Department (MCAQD) Rule 310 and MAG Uniform Standard Specifications and Details, as stipulated in the required county earthmoving permit, will be required.
- During design, the noise analysis will be finalized based on the final design recommendations.
- A Preliminary Initial Site Assessment (PISA) and testing for LBP, ACM, and ACBM will be conducted during final design. Based on the results of the PISA and testing, additional site assessments may be warranted. NESHAP notification to the appropriate agencies must take place prior to construction of the Northern Parkway bridge over the New River.
- During construction, the contractor(s) would be required to ensure that noise would be controlled in accordance with ADOT's 2008 *Standard Specification for Road and Bridge Construction* (Section 104.08), and local rules and ordinances.
- Temporary closure of New River Trail should be coordinated in advanced with the City of Glendale, City of Peoria and the Flood Control District of Maricopa County to ensure proper control measures are in place for the traveling public.
- An archaeological survey will take place during final design for any unpaved areas not previously surveyed. A historic buildings survey should also be conducted to further evaluate age-eligible structures that may be affected by the project for their eligibility for the National Register of Historic Places (NRHP). Additional cultural measures could be necessary as a result of those survey.
- MCDOT's Environmental Program Branch will continue to be involved in the public involvement process for the project and will lead the coordination with AGFD, US Army Corps of Engineers, ADOT EP, and other relevant project stakeholders.

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